

Interstate-80 (I-80)/ Gilman Street Interchange Improvement Project

TIP ID# ALA050079
EA# 04-0A770

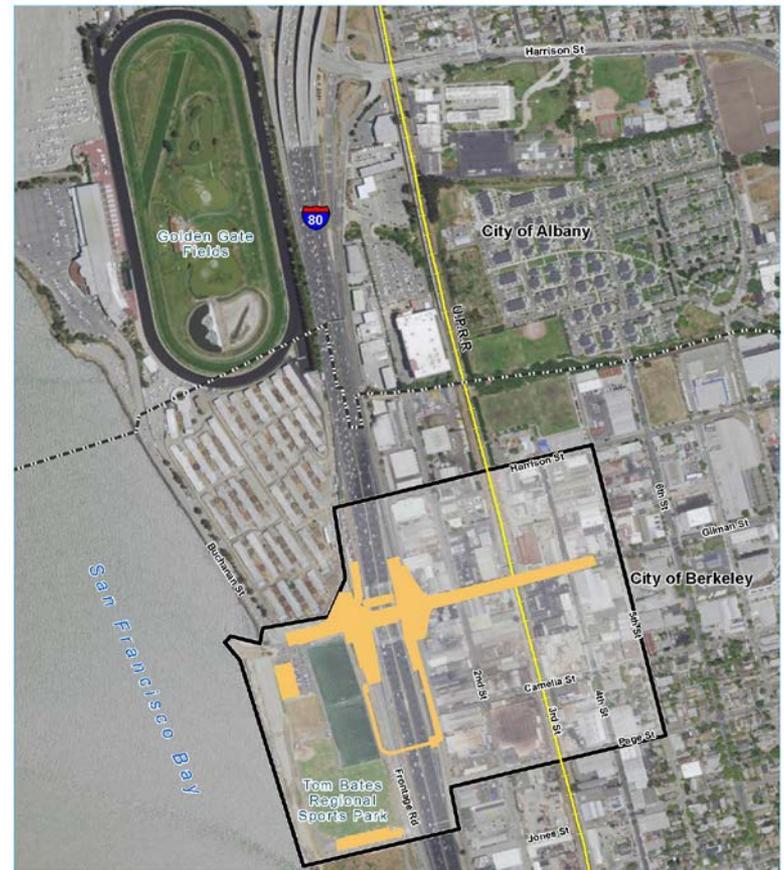
MTC
Air Quality Conformity
Task Force Meeting

September 28, 2017

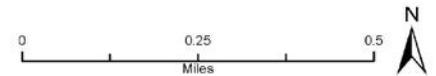
Alameda County Transportation Commission



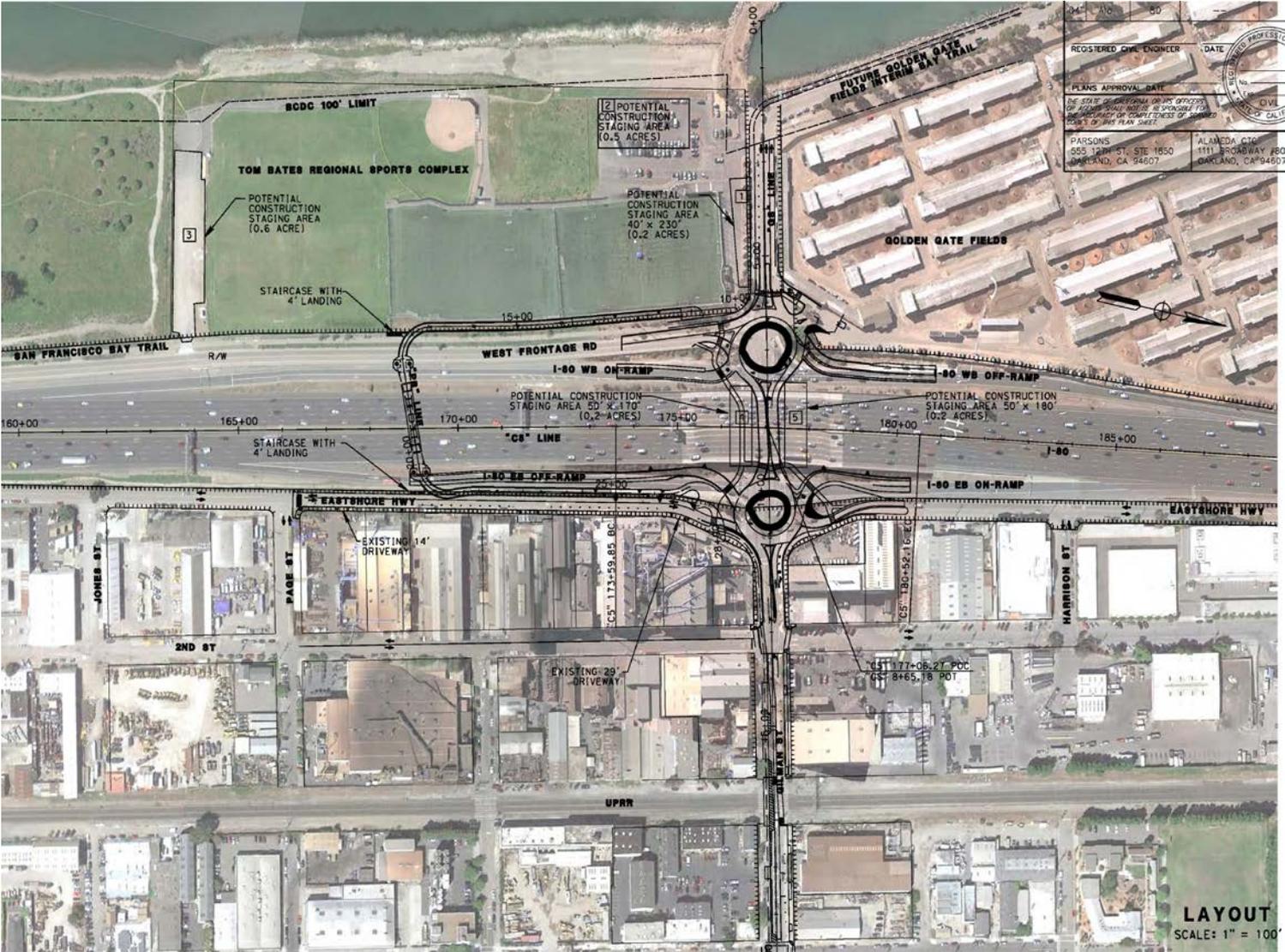
Project Location



-  Project Area
-  Project Study Area
-  City Limits
-  Rail



Build Alternative

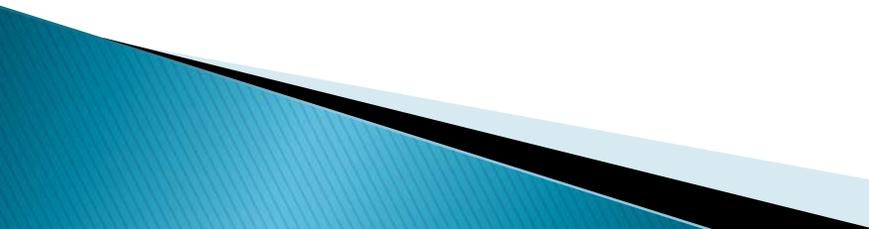


Purpose

The purpose of the proposed project is to:

- ▶ Simplify and improve navigation, mobility, and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange
 - ▶ Reduce congestion, vehicle queues, and conflicts
 - ▶ Improve local and regional bicycle and pedestrian facilities through the I-80/Gilman Street interchange
 - ▶ Improve safety at the I-80/Gilman Street interchange
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Need

- ▶ Nonstandard spacing between I-80 ramp intersections and frontage roads
 - ▶ Existing and future poor LOS at I-80 ramp intersections and Eastshore Highway intersections with Gilman Street due to stop-controlled intersections
 - ▶ Existing vehicle queue spillback from I-80/Gilman Street ramp intersections onto freeway off-ramps
 - ▶ Gap in the local and regional bikeway system exists on Gilman Street
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Project Description

- ▶ Reconfigure the I-80 interchange located in northwest Berkeley near its boundary with the City of Albany
 - ▶ Replace non-signalized intersection configuration with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals
 - ▶ Reconstruct portions of Gilman Street, West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections
 - ▶ Construct shared-use Class I path on the south side of the Gilman Street undercrossing to Eastshore Highway
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Project Description, cont.

- ▶ Construct two-way cycle track on the south side of Gilman Street between eastern roundabout and 4th Street
 - ▶ Build pedestrian/bicycle overcrossing over I-80, connecting to the Bay Trail, Class I path, and two-way cycle track
 - ▶ PG&E utility relocations
 - ▶ EBMUD pipeline relocation and extension
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Existing and Horizon Year (2040) AADT Summary

Segment	AADT					
	Existing (2014)			Build/No Build (2040)		
	Total AADT	Trucks AADT	% Trucks	Total AADT	Trucks AADT	% Trucks
I-80 Mainline	274,000	10,960	4%	290,430	11,617	4%
I-80 EB Off Ramp at Gilman	5,900	236	4%	5,900	236	4%
I-80 EB On Ramp at Gilman	9,000	360	4%	9,920	397	4%
I-80 WB Off Ramp at Gilman	10,600	424	4%	21,160	846	4%
I-80 WB On Ramp at Gilman	6,300	252	4%	13,300	532	4%
Gilman St Between 2nd and 4th Sts EB	9,532	763	8%	13,656	1,092	8%
Gilman St Between 2nd and 4th Sts WB	9,532	477	5%	13,656	683	5%
Gilman St Between 7th and 8th Sts EB	7,589	607	8%	9,486	759	8%
Gilman St Between 7th and 8th Sts WB	7,589	379	5%	9,486	474	5%

Project Schedule

Phase	Timeline
Preliminary Engineering/ Environmental	October 2015 to June 2018
Engineering	October 2015 to January 2019
Right of Way	April 2018 to March 2019
Construction	October 2019 to November 2021

Conclusions

- ▶ The project does not generate additional traffic or change the percentage of heavy trucks passing through the intersection.
- ▶ Intersections at LOS D, E, or F improve, and delays decrease (2020, 2040). No project-related changes in land use that would affect diesel traffic percentages.
- ▶ The reduced delay and improved flow would improve localized PM emissions by reducing engine idling and associated exhaust emissions
- ▶ The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location.
- ▶ The project does not expand an existing bus or rail terminal or transfer point with a significant number of diesel vehicles congregating at a single location.
- ▶ Not identified in a PM₁₀ or PM_{2.5} implementation plan as an area of potential violation.
- ▶ Meets criteria of 2006 EPA Conformity Rules that the project is not a “...project of local air quality concern...” and therefore a PM_{2.5} Hot Spot Analysis is not required.